

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 15,630. 號十三零千五萬一第 日三十二月四十四年二十三日光 HONGKONG, THURSDAY, JUNE 14TH, 1906. 四拜禮 號四十月六年六零百九千一英港香. PRICE, \$3 PER MONTH.



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1834

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Once tried, preferred to all others. Sole Agents for Hongkong.

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SODA WATER	1.70
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Hongkong, 9th June, 1906.

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Correspondents must forward their names and addresses with communications addressed to the Editor,
of their publication, but as evidence of good faith,
all letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
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BIRTH.
On June 13th, at Merton, The Peak, Mrs. E.
Jones HUGHES, a daughter. 1253HONGKONG OFFICE: 10A, DES VIEUX ROAD C.
LONDON OFFICE: 101, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 14TH, 1906.

WHETHER the British Government could
not wisely have taken a less uncompromising
stand with regard to the disputed boundary
between Turkey and Egypt in the Sinai
peninsula seems certainly open to discussion.
While undoubtedly, according to the strict
interpretation of the understanding between
Turkey and Great Britain, Turkey had no
leg to stand on, the question resolved itself
into the simple enquiry whether Great
Britain could not, while maintaining that
this was not a matter admitting of debate,
make some compensation adequate to
compensate for the seemingly infinitesimal
loss of prestige on the part of Egypt which
was apparently the chief ground of dispute.All three sides concerned in the dispute
seem to have coincided in one view, and
that was as to the utter uselessness of the
ground in dispute. In the actual present
it matters little whether Tabah and the
seven miles in question are Turkish or
Egyptian territory, for under existing
conditions the peninsula of Sinai has sunk
through neglect almost to the position of a
no-man's land. Formerly this very pen-
insula was considered so valuable an asset
that for long it was a bone of contention
between the two great civilisations on the
banks of the Nile and the Euphrates re-
spectively; and long after its final passing
into Egyptian hands the rulers of that
country found it profitable to maintain
there a large military garrison to protect
their very material interests. This impor-
tance was brought about not only from the
occurrence of very valuable copper mines,

in an age of bronze a matter almost of
existence to Egypt, but that in addition
through this now desolate peninsula passed
the great trade routes that connected Egypt
with the other civilised states of the early
world. Time has its revenge, and in
nothing is this more plainly exhibited than
in the gradual return during the last century
of trade to its principal routes. Two
main causes have of course been instrumen-
tal in bringing this about, the growth of the
British Empire in India, and its corollary,
the opening of the Suez Canal. A third
with the opening of the new century for the
first time becoming of first rate importance
is, of course, the opening up to commerce
of Africa.

Fifteen years ago the construction of a
direct line of communication between Cape
Town in the south and Cairo in the north
of Africa was only a dream of the fertile
brain of the late CECIL RHODES; already it
has been taken up as a practical project by
keen men of business, and is making daily
rapid strides towards completion. British
influence at the moment is paramount in
Egypt, and a railway to Cape Town from
Cairo would not be complete without its
natural concomitant of another from Cairo
to Karachi. So long ago as the 'thirties of
the last century a scheme was in high
favour for making a line of railway from
the Mediterranean to the valley of the
Euphrates, and thence to India. Politically
the time was not ripe, and afterwards the
construction of the Suez Canal seemed to
meet all possible requirements. Now the
success of the Canal only serves to emphasise
the need of something more rapid. The
commercial instinct too which leads on the
European peoples to continually improve
their methods of communication finds at
somewhat similar instinct amongst the
Mohammedan peoples which finds its
expression in the annual pilgrimage to the
holy spots in Arabia. Turkey as the leading
state of orthodox Mohammedanism is
just now striving to meet this wandering
instinct of its own people by the construction
of a line of railway to the Hejaz from Syria,
and as this must needs pass by Ma'an this
tiny town has recently assumed in the eyes
of the SULTAN an importance it never before
possessed. There is little doubt that this
was one, if not the principle reason that led
to the SULTAN taking a new interest in the
Semitic peninsula. Now it might very well
be that this same insignificant town of Ma'an
might also have some interest in our own
eyes as a necessary link in any scheme of
direct intercourse between Egypt and India.
Historically Ma'an is one of the most ancient
spots on the face of the earth. According
to many authorities its civilisation was
an incident to that of Egypt herself, but its
importance then as now was altogether
dependent on its position which made it the
necessary meeting place for all traffic, not
only from Mesopotamia to the eastern
litoral of the Red Sea and the fertile lands
of Yemen, but for all communication
between Egypt and ancient Elam. It com-
minded, in fact, the two great trade routes
of the ancient world, and the effects of the
ancient Minoan civilisation, which there is
good reason to believe were mainly centred
in this district, have not yet died out even
in Europe itself. Now the oldest trade route
of which we have any evidence actually
passed from Ma'an through the Wadi
Sirhan and Shouer to the coast of the
Persian Gulf, which it crossed to Elam, the
ancient Susiana. There is very little doubt
that it was along this road that bronze, and
with it its first civilisation, was introduced
to Egypt.

Ma'an is in fact the key to Central Arabia,
and Central Arabia is the key to overland
traffic between Egypt and India. There
is such a compromise as would have in
return for minor concessions in the region
of Akaba, enabled Great Britain to make
common cause with the SULTAN in gaining
unimpeded access to Ma'an on the borders
of Arabia proper. Unfortunately we have
not been able to find any record of this
arrangement under which payment is made
to the SULTAN for the use of his roads.
With this object they have decided, in view
of the present system of paying for spirit on the
mess books, to make trial of an arrangement
under which the value of spirit savings
is to be credited on the ship's ledger as
gross money, so that each individual will receive
an amount due to him with his ordinary pay.
Every person who does not receive the spirit
ration in kind or who does not take up one
of the authorized substitutes is to be marked
on the ship's ledger and in the mess books
with a red mark. Changes in the list of temperance men will
be made monthly, and men will be
required to give notice of their intention
to change either to or from "temperance" in time
for the transfer to take effect from the first
of the month. The revised regulations do
not apply to officers, in whose cases the present
system of payment is to be maintained.

the map the absence of rivers leads to the
natural conclusion that it is parched and
desert land; the observations of PALGRAVE
rather point to its being a well-watered and
fertile region, subject to no great extremes
of temperature, and fairly wooded; the
absence of rivers being explained by the
porous nature of the tertiary limestone of
which the central ranges are composed, and
the comparative mildness of the climate by
the elevation of these ranges which leaves
them exposed to the periodical winds common
to the latitude whether blowing north
or south. Great Britain has already
successfully prevented from falling under the
benumbing influence of Turkish misrule, a
considerable amount of trade with these up-
lands, which alone would justify its taking
some further interest in them. This, how-
ever, is not the main object of seeking
further enlightenment, but rather their
importance as an intermediate link. To a
statesman like Sir EDWARD GREY, whose
experience in world-wide politics has been
gained in the practical school of leading
the affairs of one of Britain's most important
railways, these considerations would doubt-
less carry great weight, if once the matter
were brought before his notice; but curiously
the geographical authorities, while eagerly
advancing exploration in nearly every other
direction, seem to have passed over this.

The French flotilla of torpedo destroyers has
left Shanghai to engage in exercises in the
open sea.

The English fleet, according to the *Echo de
Chine*, will visit the four Russian ports of the
Baltic this summer.

On Tuesday morning a robbery was committed
at the residence of Mr. G. N. Nolan, at 155,
Wanchai Road. A silver tea set was taken
from a sideboard.

It is reported in the *Shipping Gazette* that a
Belgian Company is being formed for the
establishment of a regular steamboat service
between Antwerp and the Far Eastern ports.

The proposal to train soldiers as chauffeurs
is receiving considerable support, and it is likely
that a class will be formed in the Three
Towns at an early date.

There were ten plague cases yesterday, of
which nine were fatal. The remaining case
was a Portuguese. The number to date is
771; this is about 630 more than on the
corresponding date last year.

An elderly Japanese, who on Tuesday night
attempted to alight from an electric tram
whilst it was in motion in Queen's Road, fell to
the ground with such violence that he had to
be removed to the hospital in a serious condition.

It is stated in artillery circles that the new
18-pounder Q.F. gun is rendered unduly con-
spicuous in action. The shield attached to the
gun for the protection of the gunners catches
the sunlight and acts as a mirror, due to the
flat, unbroken surface of the shield. The War
Office have expressed a desire for officers to
watch and report upon this defect. The shield is
of steel, strengthened by wooden-slats, and con-
sists of two parts, upper and lower. The upper
shield is attached to the gun's tree by supporting
brackets, and to the trail by a flange, with bolts;
the lower portion is hinged to the upper, and
hangs vertically during firing.

Among the ladies assisting the survivors of the
San Francisco earthquake is Miss Jeannette
Baldwin, a granddaughter of the author of the
"Star-Spangled Banner." That song was
written in circumstances little less exciting
than the occasion which has brought Miss Baldwin
into prominence. Francis Scott Key, its
author, was a prisoner on one of the British
ships by which Baltimore was bombarded in
1813, and, seeing the flag of the city still flying
over Fort McHenry in the morning, he was
inspired to the composition of his famous song.
When he was permitted to go ashore he read
over his verses to one Ferdinand Durang, who,
seizing an old volume of flute music, sought out
a piece called "Anacreon in Heaven." This he
was singing when he was captured.

The Admiralty have had under their
consideration the desirability of simplifying the
arrangements under which payment is made
for spirit not taken up by temperance men or
wives from 1895 and up to 20 years of age.
With this object they have decided, in view
of the present system of paying for spirit on the
mess books, to make trial of an arrangement
under which the value of spirit savings
is to be credited on the ship's ledger as
gross money, so that each individual will receive
an amount due to him with his ordinary pay.
Every person who does not receive the spirit
ration in kind or who does not take up one
of the authorized substitutes is to be marked
on the ship's ledger and in the mess books
with a red mark. Changes in the list of temperance men will
be made monthly, and men will be
required to give notice of their intention
to change either to or from "temperance" in time
for the transfer to take effect from the first
of the month. The revised regulations do
not apply to officers, in whose cases the present
system of payment is to be maintained.

TELEGRAMS.

[REUTER'S SERVICE]

THE NATIVE TROUBLE IN NATAL.

LONDON, June 10th.
Colonel Mackenzie has partly succeeded
in surrounding the rebels in Mome valley
During the fighting the important chief,
Metokazulu, and 350 others were killed
and the Captain of the Transvaal contingent
and a Natalian officer were killed
and 8 whites wounded.

The Natal Government has raised 200
more troops in Natal, and 500 in Cape Town.
There are now 5,400 whites in the field.

THE BRITISH NAVY.

LONDON, June 10th.
The *Telegraph* states that the Government
has decided to abandon one of the proposed
two *Breadnoughts* to be commenced in 1906
according to the programme inherited from
their predecessors. The Navy Estimates for
1907 show a further decrease.

THE BRITISH ARMY.

LONDON, June 10th.
The *Standard* states that Mr. Haldane
has decided to eliminate 10,000 inefficient
from the infantry and to reduce the Royal
Artillery by 48 batteries; increasing how-
ever the auxiliary batteries.

GERMAN SOUTH WEST AFRICA.

LONDON, June 11th.
The German troops have lost two officers,
eight troopers, and ten troopers wounded in
routing 250 rebel Hottentots.

THE DEATH OF MR. SEDDON.

LONDON, June 11th.
At home and in the Colonies, Mr.
Seddon's death has everywhere evoked the
warmest tributes and deep regret at the
great loss sustained by the Empire.

LAWN BOWLS.

The rink competition which has been
proceeding on the green of the Civil Service
Club at Happy Valley was brought to a close
last night when the rinks skipped by Mr.
McIvor and Mr. Fenton met in the final. The
latter was beaten by 21 shots to 8, the winning
quartette, Messrs. R. Duncan, C. W. Brett, W.
Gast and McIvor, afterwards receiving their
prizes.

THE CHINESE COMMISSIONERS.

LUNCHON BY THE PREMIER.
The Prime Minister gave a luncheon at 10,
Downing street, on May 11th in honour of the
Imperial Chinese Commissioners. The guests
were His Imperial Highness the Duke Tse Tse,
his Excellency Shang Chi, his Excellency Li
Sheng To, his Excellency Wang Ta Hsich
(Chinese Minister), Mr. Tsu Ping Lung, Capt.
Chen Mr. C. Yen, Mr. Iwan Chang, the Chancellor
of the Exchequer, Mr. Bryce, Mr. Bryan
Campbell, C. B., Mr. Winston Churchill,
Lord Fitzmaurice, Sir Charles Hardinge,
Sir George Murray, Sir Arthur Nicholson,
Lord Ripon, Lord Tweedsmuir, Mr. Money,
M. P., Sir John Fisher, Sir John Jordon, Mr.
Norman Lamont, M. P., and Mr. Arthur
Ponsonby. The Chinese visitors were clad in
splendid costumes.

WE NEVER SLEEP!

Pinkerton's motto may shortly be legitimately
appropriated by the majority of Wall-Street
operators, it appears. According to a New
York correspondent, the extraordinary success
of the Day and Night Bank has already excited
the emulation of other banking establishments,
so that many offices are now kept open till
two or four in the morning. Night transactions
are getting the upper hand in New York more
and more. As people leave the theatre or the
restaurants where they have dined leaflets
inviting to all sorts of saloons are thrust
into their hands, and any number of New
Yorkers are to be found who consider it a
glorious sensation "to do business while other
folk are asleep." As a matter of fact, Broadway
shows more signs of life at present at 11 p.m.
than at four o'clock in the afternoon, and
thousands of dollars' worth of securities are
dealt in then in the hotels, at the bars and in the
cafes. Most stockbrokers after working all
day in their offices, go to the Waldorf-Astoria
or the St. Regis Hotel at night, when they
often do more business in a few hours than they
do during the entire day.

The above lines and their
correspondents never close their
doors at all. The demand for night workers is
on the increase, because business is now never
suspended.

DREDGING THE TUNG-TING LAKE.

At the request of the British Charge
d'Affaires in Peking, the Wei-ku-pu wires
the Viceroy Chang-Ching and the Governor
Tang-Hung-shu of Hunan with reference to
the unsatisfactory state of the Tung-ting Lake
which has become so shallow in recent years
that navigation from Hankow to Changsha and
back by steamers is greatly interfered
with. Their Excellencies Chang and Pang
state that they have issued instructions
to all the Magistrates and officials along
the two embankments of the Tung-ting Lake
to each submit a detailed report about its
present condition so that action may be taken
to improve it without further delay. But to
do so it involves great expenses which cannot
be provided by the two Hu Provinces on
account of the empty condition of their
respective provincial treasuries, i.e., to say
funds must be afforded by the Board of Revenue
in Peking if the lake is to be really improved
or dredged in future.—*Hankow Daily News*.

CANTON.

[FROM OUR CORRESPONDENT]

June 13th.

THE YUEN-HAN RAILWAY.

Owing to the disagreement that still continues
between Viceroy Shun and the gentry and
merchants the present situation of the Canton-
Hankow Railway scheme is far from satisfactory,
and is causing great anxiety both to the
people and to Viceroy Chang Chi-tung, who is very anxious to see the line started at once. It is reported that H. E. Chang Chi-tung has secretly deputed Taotai Chan Sui-kwai to make enquiries regarding the cause of the misunderstanding so as to devise means to straighten out the construction of the line.

KILLED BY LIGHTNING.

During the heavy thunderstorm that swept
across Canton a couple of days ago several
houses are reported to have collapsed and two
men were struck by lightning and killed outright.
The victims were a barber and his
assistant.

A MISTAKEN SEIZURE.

Last year at the request of Viceroy Shun all
the so-called Japanese coffee shops were ordered
to close their business by the Japanese Consul
General at Hongkong. Some of the shops
were subsequently seized by the

PARIS.
(FROM OUR CORRESPONDENT)

May 11th.

LE BLOC.

The elections last Sunday resulted, as most people expected, in another great victory for the Third Republic. In fact the Government felt confident of success in advance; the strong and dramatic manner in which it had dealt with the Bonapartist plot and the threatened May Day riots had a very important influence on the result of the elections, and which ensured large gains for the Government. The Nationalist party met with a severe and well deserved defeat. The new Chamber, consisting as the old one did of 591 deputies, will contain less than 20 per cent. of Nationalist members, while the increase in the number of the Radicals and Socialists—the supporters of the Government—is proportionately large. The Opposition Press is trying to make out that the Government is left altogether dependent on the goodwill of the Socialist section of their party; of course this contention is quite erroneous. Leaving the second ballot out of consideration, 164 Radicals and 55 Republicans of the Left have been returned, against 39 Socialists, 55 Progressists and 110 Nationalists, reactionaries, and clericals, so that the Government has secured a majority of 16 over the Socialists and the Opposition combined. Of the 155 elections to be decided by second ballot the Government can certainly count on sufficient Republican and Radical votes to make it independent of Socialist support. The French Government has won a victory for its policy, which, while some of those who were loudest in their proclamations of defeat are among the Deputies who have been rejected. In a word, the Government has every reason to feel delighted, for the results have proved that it has more than held its own. People in this country, by their voting last Sunday—and elections are held throughout the country on the same day in France—showed that they had had more than enough of the "Bloc," and that they were positively disgusted with a régime which had thrown religion overboard and turned the *curé* or priests out of their Churches, and how much the country is in general resented this sort of policy. No sympathy is expressed at the serious defeat of the Nationalists; had it as they have been already, it is certain that they will suffer more defeats still in a fortnight's time when the second ballot takes place. Though Paris is accepted as being the stronghold of the Nationalists, the latter managed to lose two seats last Sunday; and the number of votes given to their candidates in other arrondissements foretells more misfortunes.

ON THE ENGLISH TOURIST.

M. John Lemoinne, who is an excellent French writer, and who knows more about English people than any other of his countrymen, has just written the following impressions about English visitors to Paris, which are certainly very interesting and somewhat amusing. "The English," remarks this well-known French writer, "do not come together hand-in-hand; they travel easily for acquisition of wealth with foreigners; they are more fastidious in approaching each other. An Englishman will make friends with a Frenchman without the ceremony of introduction, but never with another Englishman. Frenchmen are not inhospitable; far from it, but the entry into his home circle has seemed until now an almost impossible favour for a Frenchman to grant to a friend of any but the longest standing. While an Englishman will ask the most acquaintance in to lunch, and think comparatively little of it. To be invited to a Frenchman's home is the greatest compliment that can be paid a stranger, and it is paid to but few foreigners. If the English leave their native land it is not to find their own compatriots; it is to see new men and new things. Even when you understand their language—and M. John Lemoinne is a splendid English scholar—they prefer to talk to you in their bad French. The thing is intelligible enough; they wish to learn, and have no desire to teach. You are simply regarded as a book and a grammar. The foreigner must be turned to some account."

THE LORD OF CREATION.

"While in his own country, the Englishman has a supreme disregard for the foreigner, but when he leaves England he carries this feeling with him, and whether in restaurant, theatre, or an omnibus John Bull cannot help showing by his manner that he regards himself as the principal factor; the person who is to be attended to, in a word, the lord of creation. If there was ever a people who have the sentiment of nationality, it is the English. They are impregnated, petrified with it; the thing is fatiguing and offensive. In order to affirm and manifest this sentiment the English have no need to group themselves, to form themselves into a society. An Englishman is to himself England alone; he carries his nation in him, with him on him. Everywhere he is at home; the atmosphere is his kingdom, and the ambient air his property. The English are gay in their own fashion; they are not gay with everybody. They must therefore, they are like Bordeaux wine, which to give forth its fragrance, has to be warmed."

SCHOOL CANTEENS.

Canteens are installed in all city schools in Paris, while the Municipality buys and keeps in order the cooking stoves and tables; the canteens are in operation every day of the year. The system of feeding school children in the French schools is such that each of the twenty arrondissements or wards has its own organisation, directed by the *Caisse des Ecoles*, which presided over by the Mayor, receives an annual subvention from the Municipal Council. As a rule only one meal at noon, or *déjeuner*, is provided, but in some arrondissements following the district is richer or poorer so as to distribute the costs of the present appeal.

o'clock when the school closes. All children are entitled to eat at the canteen, but only the children of poor families are supplied gratis, the others paying a sum not exceeding 15 centimes (1d) per meal. All meals are supplied by presentation of ticket, and the central administration expressly recommends that the distribution of tickets should be conducted so as to preclude the possibility of knowing which of the pupils receive them gratuitously. In 1904, 10,660,923 meals were provided, the municipal subvention amounted to 1,000,000 francs, the *Caisse des Ecoles* subvention 26,642 francs, and voluntary 450 francs. Parents paid 450,923 francs, and the total cost was 1,461,365 francs.

A WAR MARCH.

A very interesting war march has just been completed by the French field artillery. Two batteries stationed at Châlons were selected, and which left camp early in the morning, marching at a single stage to the camp at Mailly by way of Vatrie, representing a distance of nearly 40 miles. Unlimbering at once on arrival, each battery fired forty rounds, under all the conditions of a reinforcement reaching the battle-field in all haste. Next day there was further firing. As soon as the last round had been fired, the march took began, the batteries regaining Châlons without halt, having covered 82½ miles, with three spells of gun practice in 69 hours. The experiment was a complete success.

ACROSS AMERICA.

TRANS-CONTINENTAL RECORD.

Within three days, less than thirty-three minutes, Mr. Harcourt, the railway magnate and financier, crossed the Continent from the Pacific to the Atlantic, a distance of 3,305 miles, arriving in New York on May 8th and thereby constituting a record. His special train, which only ran from Oakland, California, to Buffalo, State of New York, where he took the usual express to this city, made an average, including stops, of forty-six miles an hour, which is considerably below some of the best long-distance runs made in England, but is splendidly fast over so broad a continent. The greatest speed attained was eighty-three miles an hour, and over one tract of 137 miles an average speed of sixty-six miles an hour was maintained.

As chairman of the Southern Pacific, Mr. Harriman is deeply interested in the problems of San Francisco, which he has been studying at close range. As a result, he told interviewers at close range, that the future of San Francisco is assured, that the future of the city is already assured, but the people there must, in this country, by their voting last Sunday—and elections are held throughout the country on the same day in France—showed that they had had more than enough of the "Bloc," and that they were positively disgusted with a régime which had thrown religion overboard and turned the *curé* or priests out of their Churches, and how much the country is in general resented this sort of policy. No sympathy is expressed at the serious defeat of the Nationalists; had it as they have been already, it is certain that they will suffer more defeats still in a fortnight's time when the second ballot takes place. Though Paris is accepted as being the stronghold of the Nationalists, the latter managed to lose two seats last Sunday; and the number of votes given to their candidates in other arrondissements foretells more misfortunes.

MISSIONS TO SEAMEN JUBILEE.

The jubilee of the Missions to Seamen was celebrated on May 11th, and in this year it was fitting that record subscriptions should be received, totalling £63,465 5s 5d. The Missions to Seamen appeals for £10,000 additional in this its Jubilee year, to enable it to found ten Jubilee Chaplaincies for neglected harbours abroad; and for two additional Chaplaincies in home ports. We quote from the 30th annual report the following reference to Hongkong:

The Far East had its victories for the Prince of Wales, even whilst war was raging around. The Governor of Hongkong presided over an influential gathering at the opening of a Seamen's Institute on the Victoria side of the harbour. The Bishop said that he regarded this temporary building, held on a three years' lease, as forming a good stepping-stone to something better. He would not be content until the Seamen's Mission possessed a permanent Institute which it could really call its own.

It has been a great loss to seamen that no suitable clergyman has been found to fill the vacancy for Assistant Chaplain; whilst Mr. France has had single-handed to contend against personal ill-health in his arduous and effective labours on board the immense fleets at the anchorage. After a very encouraging service in a Norwegian sailing ship, ten copies of the Holy Scriptures, in five different languages, were subsequently sold to the crew. There have been some specially interesting Communions in the Seamen's Church of devout sailors from both the Royal Navy and the merchant service, including one after the last Watch-night Service, as a good beginning to the New Year."

It is also recorded that the Rev. H. Newcomb, grant Chaplain for shipping at Shanghai, has felt obliged to retire after long years of service in China, eight years of which were spent in Holy orders, faithfully ministering to seamen.

CHRISTIAN SCIENCE.

The *Daily Graphic* says:—The extraordinary *harrow* which calls itself Christian Science was invented forty years ago by Mrs. Mary Baker Eddy, now of Concord, U.S.A. It has flourished exceedingly. It is difficult for the outsider to distinguish its basis from that of the tenets of the "Peculiar People," but whereas the "Peculiar People" are drawn mainly from the humblest and most ignorant classes of the community, Christian Science seizes its disciples from a wealthier stratum. It is the "faith cure" elaborated by Mrs. Eddy, into a pseudo-science. Briefly and baldly stated, its teaching is that disease, pain, and wounds are mere phantoms of the mind, to be exorcised by prayer and faith and the proper study of the works of Mrs. Eddy. Hard things have been said about this lady, as, for instance, that she receives from the sale of her book a larger income than is justified by its merits, literary, religious, or scientific, and—most unkind of all—that in spite of her own teaching she has been compelled to ask a dentist to extract an aching tooth. These slanders are indignantly repudiated by her disciples, who grow in number and influence year by year. From an article published recently in the *Byzantine*, we learn that Christian Science came to London in 1885, when ten or twelve people met together in a little flat near Baker Street. When they had increased to about sixteen the services were transferred to the small hall in the Portman Rooms. Another large increase, and it became necessary to take possession of the old Jewish synagogue in Bryanston Street. For six years this church remained the centre of the faith in London, and from it were formed other churches in Manchester, Edinburgh, and Dublin. So crowded became the congregations that the aisles and staircase were blocked and it was necessary to make another move—this time to a site in Wilberforce Street, Sloane Square, which has since remained the headquarters, though there has been added another church in London— at Richmond—making three in all. The Wilberforce Street Church has about 1,500 members, but can now hold 2,000, and is expected to be able to accommodate 1,600 when the extensions are completed.

Apparently the "extraordinary heresy" was deemed worthy of notice in consequence of the prominence given to the sad case of Major Whyte, recently reported in the *Daily Press*. The subject has particular local interest because of the existence of a growing branch of the cult in Hongkong; and we are informed that a brother of the late Major Whyte is stationed here.

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LONDON MISSIONARY SOCIETY.

The anniversary celebrations of this society ended on May 9th. In the morning a sermon was preached in the City Temple by the Rev. A. B. Meyer; and at night the annual public meeting was held in the same place. Mr. A. A. Haworth, M.P., who presided, expressed a hope that the Government would respond to the appeals of missionaries and Chinese Viceroys to recognize its duty to become self-supporting, self-propagating, and self-governing. Mr. Joshua Vial, Mrs. Howard Taylor, Mr. R. T. Weller, and Mr. D. E. Hoste, Mr. Hudson Teylor, or his successor as general director, also spoke.

HONGKONG DECISION REVERSED.

On May 10th, the lords of the Judicial Committee of the Privy Council gave judgment in the appeal of Chu Ping v. Chau Ut Chiu and another, from the Supreme Court of Hongkong. This was a dispute as to the beneficial ownership of a piece of land reclaimed from the foreshore in the harbour of Victoria, Hongkong, under the provisions of an Ordinance passed on May 10, 1883. At the date of the passing of the Ordinance the ownership of the Crown lease of Marine Lot. No. 53a, fronting the Praya road, was divided between Chu Chiu, Yiu Chow, and an Englishman named Stephens. The respondents are the successors in title of one Yiu Chow, deceased, and the applicant is the surviving executor of one Chu Chiu, also deceased. Chu Chiu settled with Mr. Stephens, the owner of Section C, by payment of a sum of £2,000, but failed to come to an agreement with Yiu Chow. The action was commenced by the respondents against the applicant and his co-executor (since dead) in May, 1903, and the Chief Justice gave judgment in favour of the respondents for the whole of the land in dispute. An appeal from this judgment was heard by the Chief Justice and Mr. Justice Sorcombe Smith, but the previous judgment was affirmed. In the present appeal the Lordships advised that the order of the Supreme Court of Hongkong be reversed and instead thereof it be ordered that the action of the respondents be dismissed with costs in both Courts. The respondents will also pay the costs of the present appeal.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 13th at 12.10 p.m.—The barometer has risen on the China coast and over the Philippines.

Pressure is lowest over the interior of China, and highest over the S. part of the China Sea. Moderate S. and S.E. winds will prevail in the Formosa Canal and the N. part of the China Sea.

Forecast:—Moderate S. to S.E. winds, fair

to snowy.

SHIPPING FREIGHTS.

Mr. Lloyd-George, M.P., received at the Board of Trade on May 8th, a deputation from the Association of Chambers of Commerce of the United Kingdom in support of a resolution expressing the opinion that the preferential treatment accorded by British steamship companies to foreign freight, particularly in connection with shipment to South Africa, Australia, and New Zealand, was injurious to the commercial interests of the United Kingdom, and urging the necessity for some steps to secure equality of treatment for British shippers.

Sir William Hollan, M.P., said these preferential rates to foreigners formed an outstanding grievance. Whether the Board of Trade would be able to devise a remedy remained to be seen, but the association was there in the interests of fair play to our traders.

Mr. F. B. Goodman (Birmingham Chamber),

Mr. Taylor (Birmingham Chamber), Mr. A. F. Firth (Hull Chamber), Mr. W. E. Blyth (Walsham Chamber), and Mr. Barran, M.P., also spoke, giving instances of preferential treatment. It was suggested that the Advisory Committee of the Board of Trade should deal with the matter and recommend what steps could be taken to provide a remedy for the grievance; or a Royal Commission or Select Committee be appointed for the purpose.

Mr. Lloyd-George, in reply, said this was very important matter, for it was a question not merely of British interests but of Imperial interests. He had gone very carefully into the matter, more especially with reference to South Africa, and there was no doubt a very serious grievance. But when they came to remediate it was a much more difficult matter. He had no fear of legislation, but he believed it was a mistake to interfere with a great industry unless there was an overwhelming case and it was very clear that nothing but legislation or the interference of a Government Department would attain the object. Up to the present he had only heard on one side of the case, the Colonial case and the home traders. It was only unofficially that the case of the shipowner had been brought to his notice. The shipowner had to carry on, he would not say a precarious trade, but one subject to very fierce competition, and therefore, before they interfered with him drastically, he ought, at any rate, to be heard. He might say, however, that there was a *prima facie* case for the charge that the shipowner of this country were giving something like a bounty on foreign goods. That was a state of things that the Government could not possibly encourage, and he was not so sure if it was seriously interfering with trade that they ought not to take steps to discourage it. But before doing so they must hear the case of the shipowner.

One of the suggestions made was that they should make it a condition of the postal contracts that this should not be allowed. These contracts only fall in from time to time. One of the biggest would fall in in the course of a few months; others would not fall in for years. And, therefore, if all the shipping companies in the kingdom were subsidized by the Government in one form or another they could not effect anything for many years to come. And, supposing they were able to break the contract (which they could not), there were still shipping companies which did not receive a penny from the Government in any shape or form. Then there was the suggestion to establish a body something like the Railway Commission, however, that was an absolute monopoly, but there was no monopoly in the sea, and in fact, there was no trade more open to competition than the shipping industry. He did not preclude the suggestion, but only pointed out that there were objections to setting up a Commission of that character. That was to the suggestion of the Advisory Committee of the Board of Trade, that was a traders' committee, and there was not a single shipowner, and therefore it would be a partial Commission. The next suggestion was that it should be referred to a Special Committee. There was a good deal more to be said for that. When some gentlemen came from South Africa to lay this same question before him he thought there was a very strong case made out for inquiry. They insisted upon having no legislation at once. They insisted upon having no documents to be produced. It was established that the documents must have at one time been on board the steamer, and the Vladivostok Court came to the conclusion that Captain Duran had destroyed the documents, as they were compromising for his ship, or at least that he purposely concealed them. From the contents of a press copy-book taken from the "Knight Commander" the Court decided that the final decision, carefully concealed, of the steamer "Knight Commander" was that the steamer was not Yokohama, or Kobe, but Chuenpu—in other words, the active army of Japan.

In regard to the relative proportions of contraband and non-contraband cargo there was a conflict of evidence, and it is clear that the examination by naval officers was very superficial. They looked down into a loaded hold through a hatchway, and could only have seen the articles nearest to the hatchway. It was also contended on behalf of the appellants that the steamer had 120 tons of coal on board, instead of 60 tons, which was probably due to the fact that the absence of bills of lading among the papers was probably due to the fact that they were forwarded earlier by post; and that it could be proved that earlier by post; and that it could be proved that the quantity of contraband cargo constituted less than half the total cargo. On the other hand, the Supreme Court found on the evidence that the "Knight Commander" had on board 5,141 tons of cargo, of which 979 tons were arms and accessories, and 1,702 tons bridge parts, a total of 2,681 tons—that is, 111 tons more than half the total cargo. The destination of these arms and bridge parts was taken up by the Supreme Court to be Chuenpu, and were held to be contraband. The legal question as to the right of a belligerent to sink a neutral vessel was discussed in much detail, and decided in favour of the Russian naval officers; but it is hardly possible for a layman to form any idea as to the validity of the arguments on either side. The text of the judgment will probably be of great interest to international lawyers.

ADMIRAL DOUGLAS AND NAVAL TRAINING.

Admiral Sir Archibald Douglass, Commander-in-Chief at Portsmouth, responding on behalf of the navy to the toast of "The Imperial Forces" at the Royal Academy banquet and— I am sorry that Lord Tweedmouth is not here to return thanks for the navy. It is a great honour to myself to be called upon to do so, but a hard task to express adequately the pleasure which my naval officers feel at the reception which is so kindly given to this toast. On this particular occasion, and in this distinguished company, whose beautiful works surround me, I feel more at home and to be without a compass for I suppose I ought to consider the naval from an artistic point of view, and I am afraid I am quite unable to do so. I believe our ships are not artistically such beautiful objects as formerly, either at rest or under weigh. We have seen their dark forms and sudden appearance as they have anchored. Spithead or at anchor in line, and I am afraid they do not compare prettily with the white-winged bayonet fleet in which our sailors and marines of 100 years ago spent their lives; and in action now silent, even invisible, approach the place of the gallant challenge of "40 sail of the line," and a bolt from the distant blue or a sudden upheaval of a hidden mine delivers the attack instead of the roaring broadside and the rush of cutlasses and broadswords. But though ships were of wood, the officers and men had hearts of steel. They won the laurels which we specially during the year which is past, Trafalgar year, have been so proud to contemplate. (Cheers) May we do as well when our time of action comes. Diplomacy does so much for us now. When there is a rumour of war, and hearts begin to beat and orders for fighting are issued, then they begin to talk, and by the time they have done talking there seems to be nothing left to fight for. Long may it be so, so long as

we have no more won than it the young square

had won the old knight's spurs or the trophies

which hung in his hall. (Cheers)

Education for officers in the navy has to be very different now.

In the old days a boy was sent off to sea without

any preparation, to take hard knocks, to learn

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Publishers only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only applied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancellation.

Telegraphic Address: PRESS, CODEX A.B.C., 6th Ed. Liverpool.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BROCKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM KOBE AND YOKOHAMA.

The Company's Steamship

"GAEKWAR."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 19th June, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th June will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 13th June, 1906. [1251]

BROCKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

The Company's Steamship

"MARWARI."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th June will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 13th June, 1906. [1252]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This Vessel brings on Cargo:-

From London, &c., ex ss. "Britannia," From Persian Gulf, ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which it they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWEIT, Superintendent.

Hongkong, 13th June, 1906. [13]

INTIMATIONS.

JUST UNPACKED.

A CONSIGNMENT of the well known

PLASMON BISCUITS. They contain 20 per cent. of PLASMON and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and truly worthy degree. An essential food for those who abstain from meat. They are made in three varieties:

Sweet, Plain (unsweetened), Wholemeal.

H. RUTTONGEE, Hongkong and Kowloon.

Hongkong, 13th June, 1906. [1244]

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season

will be held at the HAPPY VALLEY, 16th instant, commencing at 4 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events

No. 2 and 4.

C. G. MACKIE, Hon. Secretary.

Hongkong, 13th June, 1906. [1245]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL

MEETING of the Members of the Club will be held in the Club House, TO-

DAY, the 14th June, 1906, at 5 p.m., for the purpose set forth in the Notice posted in the Hall of the Club House.

By Order,

C. H. GRACE, Secretary.

Hongkong, 14th June, 1906. [1215]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE No. 3738 for 10

Shares in the above Company numbered

1481 to 1490 inclusive standing in the

Register of Shareholders in the name of

AH HUNG (deceased) having been LOST.

Notice is Herby Given that a Duplicate

Certificate for the said Ten Shares will be issued at the expiration of One Calendar Month

from the date of this Notice, and that the

Original Certificate will, unless produced within

that period, be thereafter held by this Company

as Null and Void.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 13th June, 1906. [1247]

THE HONGKONG DAILY PRESS.

1082

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

On THURSDAY, the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

COMPLETE CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Atchanor Charlampong with Totjukow, of Saigrejewo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:-

LOCOMOTIVES ... (Wolff, Maschinen).

MILLING MACHINES ... (Smidt, Copenhagen).

COOLING INSTALLATIONS (Atlas Fab.)

ELECTRICAL ... (Allg. Elec. Comp.).

TRUCKS, &c. ... (Grönström & Koppel).

&c. &c. &c.

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TRUCKS, &c. ... (Grönström & Koppel).

&c. &c. &c.

All in all the whole plant is very nearly the same as the Factory Kljukendorf, near Malmo, in Sweden.

Specifications of the Machines and Accessories may be obtained from:-

SIEMSSSEN & CO., Hamburg & Hongkong, and LAWYER BUBNOFF, in St. Petersburg.

Wauili O trow. 4 Linie, Haus No. 5, as well as from the Auctioneers, Messrs.

HUGHES & ROUGH, Hongkong, 28th May, 1906. [1087]

TO LET

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vans Road, coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply to:-

REUTER, BROCKELMANN & CO., Princes' Buildings.

Hongkong, 29th March, 1906. [168]

TO LET

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of

Consignee's Cargo.

Floor Area, 6,100 square feet each.

Apply to:-

JARDINE, MATHERSON & CO., Hongkong, 20th January, 1906. [236]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to:-

A. S. WATSON & CO., LTD., Alexandra Buildings.

Hongkong, 23rd April, 1906. [1046]

TO LET

NO. 2, MACDONNELL ROAD.

GODOWN (Small) No. 32A, Praya East.

Apply to:-

COMPRADEORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. [80]

TO LET

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to:-

H. N. MODY, Victoria Buildings.

Hongkong, 16th May, 1906. [1051]

TO LET

SEVEN EUROPEAN HOUSES, late

F. Blackhead & Co. and Shaw, Tammes & Co.'s Offices. Ground Floors and Top Floor, with Godowns can be let separately or leases.

Apply to:-

CHUNG SHUN KOI, First Floor, No. 10, Queen's Road Central, Hongkong, 14th July, 1905. [781]

TO LET

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to:-

C. H. GRACE, Secretary.

Hongkong, 28th Mar, 1906. [1156]

TO LET

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon.

No. 5, GRANVILLE AVENUE, Kowloon.

Apply to:-

HUMPHREYS ESTATE & FINNAGE CO., LTD., Agents.

Hongkong, 4th April, 1906. [390]

TO LET

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.

Apply to:-

NOTICES TO CONSIGNEES

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA," FROM PORTLAND (OR.), YOKOHAMA, KORE AND MOJI.

THE above Steamer having arrived in Port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery from alongside.

Cargo remaining on board or impeding discharge after 6 p.m., THURSDAY, June 14th, will be landed and stored at Consignees' risk and expense.

Torn, chafed or otherwise damaged Cargo will be examined at this Company's Godown at 11 a.m., June 14th.

No Fire Insurance will be effected.

S. SILVERSTONE, Acting General Agent, Hongkong, 12th June, 1906. [13]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN" FROM NEW YORK AND STRAITS.

CONSIGNEES of Goods are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Consignee on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents, Hongkong, 12th June, 1906. [142]

S.S. "TOURANE" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London exss. "Dordogne" and "Asturias" from Havre ex. "Asturias" in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instruction is received from the Consignee before 11 a.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining undelivered after MONDAY, the 18th June, at NOON, will be subject to read and landing charges.

All claims must be sent in to me on or before 18th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 18th June, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 11th June, 1906. [123]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	8.00 a.m. ...	Every 10 minutes
8.00 a.m. to 8.30 a.m. ...	Every 15 minutes	
8.30 a.m. to 8.30 a.m. ...	Every 10 minutes	
8.30 a.m. to 11.00 a.m. ...	Every 15 minutes	
11.30 a.m. to 12.45 p.m. ...	Every 15 minutes	
12.45 p.m. to 1.15 p.m. ...	Every 10 minutes	
1.15 p.m. to 1.45 p.m. ...	Every 15 minutes	
1.45 p.m. to 2.15 p.m. ...	Every 10 minutes	
2.15 p.m. to 3.00 p.m. ...	Every 15 minutes	
3.30 p.m. to 5.00 p.m. ...	Every 15 minutes	
5.00 p.m. to 8.00 p.m. ...	Every 10 minutes	
8.45 p.m. & 9.00 p.m. 0.15 to 11.15 p.m. ...	Every 1 hour.	
NIGHT CARS		
8.45 p.m. & 9.00 p.m. 0.15 to 11.15 p.m. ...	Every 1 hour.	
NIGHT CARS		
Extra cars at 11.30 p.m. and 11.45 p.m. ...		
NIGHT CARS		
8.00 a.m. to 9.00 a.m. ...	Every 15 minutes	
9.00 a.m. to 9.30 a.m. ...	Every 30 minutes	
9.30 a.m. to 10.30 a.m. ...	Every 15 minutes	
10.30 a.m. to 11.00 a.m. ...	Every 10 minutes	
12.00 Noon to 1.00 p.m. ...	Every 10 minutes	
1.00 p.m. to 5.00 p.m. ...	Every 15 minutes	
6.00 p.m. to 6.00 p.m. ...	Every 10 minutes	
6.00 p.m. to 7.00 p.m. ...	Every 15 minutes	
7.00 p.m. to 9.00 p.m. ...	Every 10 minutes	
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 0.15 to 11.15 p.m. ...	Every half hour.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des-Vignes Road Central.

JOHN D. HUMPHREYS & SONS Liquidators.

Hongkong, 13th July, 1906. [76]

INTIMATIONS

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag—W.

J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1906. [1243]

DAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FUEL CANVAS RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. 851, Sales Agents.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTEZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLER SHOT in all Sizes, Nos. 10 to 88G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO., Hongkong, 29th November, 1902. [893]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" A.I. A.R.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 3. Extreme Length... 722 feet Length on Blocks... 714 Width of Entrance on Top... 361 Width of Entrance on Bottom... 381 Water on Blocks at Spring Tide... 314

DOCK NO. 1. Extreme Length... 523 feet Length on Blocks... 513 Width of Entrance on Top... 88 Width of Entrance on Bottom... 77 Water on Blocks at Spring Tide... 261

DOCK-NO. 2. Extreme Length... 371 feet Length on Blocks... 350 Width of Entrance on Top... 66 Width of Entrance on Bottom... 53 Water on Blocks at Spring Tide... 22

PATENT SLIP.

Suitable for vessels up to 1,000 TONNES. THE WORKS are well equipped with LATEST PLANTS and APPARANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready

Short Notice.

The Turkish mission will include Sir A. B. Thompson, formerly president of a number of Christian societies who embraced Islamism about five years ago and has taken the name of Abdurrahman. He has rendered great service to his new religion as convert and missionary in India. Abdurrahman is already in Japan in connection with the congress. He has most minutely gone into the theological questions regarding Islam and found in favour of Islamism, which he considers far superior to Christianity. He has translated very important work on the Islamic religion, edited by the Mufti of Java, Said Osman Olihi. This translation is to be placed before the congress. The Shiekh-ul-Islam declared that Islamism responds to the religious sentiments of the Japanese and that the only religion that will be agreeable to them, because inaboring idols they have a very obscure idea of God, and do not believe in the Trinity. Numerous Roman Catholic and Protestant representatives from all countries have signified their intention of attending the conference.—*Pall Mall Gazette*.

apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. He teleph. 41, August, 1898.

MARTIN'S APIOL & STEEL PILLS for Ladies.

French Remedy for all Irritable ladies. Thousands of ladies keep a box of Martin's Pills in the house, as this is the only Remedy that has been found to be of any service.

Those who use them recommend them heartily.

CAREIN, Chocolat GOURMET, BISCOTTATI.

63

Apollinaris THE QUEEN OF TABLE WATERS.

HAS BEEN AWARDED

The Royal Prussian State Medal, 1902

AND THE

Gold Exhibition-Medal,

Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904.

Annual Sale 30,000,000 Bottles

827-3

JUST PUBLISHED.

CHILDREN OF FAR CATHAY, A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE, Attorney of the Imperial Chinese Customs Service, Author of "The Mystic Flower Laundry," etc.

THE VOLUME which consists of 401

Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwailin, is dedicated to Sir ROBERT HORN, G.C.M.G., and Dr. A. RENATE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes

CHILDREN OF FAR CATHAY an excellent

volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$3.50.

To be obtained from Messrs. KELLY & WALSH, LTD., M^{rs}rs. W. BREWELL & CO, or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Hongkong, 23rd April, 1906.

WATER RETURN.

Level and storage of water in reservoirs on the 1st June.

LEVEL 1905. 1906. Below overflow. Below overflow. Tytan... 29 ft. 0 in. 22 ft. 8 in. Brewash... 17 ft. 2 in. 18 ft. 10 in. Pokfulam... 5 ft. 7 in. Level Wongnaichoeng... 9 ft. 6 in. 1 ft. 7 in. STORAGE GALLONS. 1905. 1906. Tytan... 180,000,000 210,880,000. Brewash... 13,671,000 3,376,000. Pokfulam... 55,840,000 60,000,000. Wongnaichoeng... 19,570,000 28,311,000. Total 257,260,000 317,597,000.

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF MAY.

1905. 1906. Consumption... 150,442,000 111,935,000 gallons. Estimated popula- tion... 228,500 233,300. Consumption per head per day... 21.2 15.5 gallons.

Universal constant supply during the whole of May, 1905. Rider orders in operation during the whole of May, 1906, in the central and Western District. Constant supply to other districts.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF MAY.

1905. 1906. Consumption... 15,142,000 14,510,000 gallons. Estimated popula- tion... 73,500 79,150. Consumption per head per day... 6.6 5.9 gallons.

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

JAPAN'S SEARCH FOR RELIGIOUS TRUTH.

EXTRAORDINARY COMING CONGRESS.

TRADE SECRETS.

A Tientsin paper which cordially dislikes the Japanese tells the following story with shamefaced gloe:—

A Japanese manufacturer of silken goods was very desirous of ascertaining how a certain kind of goods were manufactured at Lyons and interviewed a foreign merchant who imported the article at Yokohama with the view of a letter of introduction. The foreign merchant was very polite and gave him a letter wishing him a pleasant journey to Lyons. But no sooner had the Jap gone than he forwarded a letter to the manufacturer at Lyons telling him of the letter he had given and to beware of this inquisitive little gentleman. In due time the Japanese arrived at Lyons and put up at one of the hotels. The Lyons gentleman gave his operatives till further notice and covered up all the machines. The Japanese called at the office of the Lyons gentleman and was received by him very warmly. At last the Japanese said he would like to be allowed to go over the factory. To this the Lyons gentleman cordially agreed. When they arrived in the machine room the Japanese remarked that nothing was doing and that all the machines were covered up with the exception of one, a very old machine, a fac-simile of which the Jap had in his country. The Lyons gentleman said that the factory was closed for some time and it was not certain when it would open again to the badness of trade. The Japanese was mortified that his expensive journey to Europe had resulted in nothing, and after being entertained by the Lyons gentleman at his private house, most royal the Jap departed. The next day he was out of Lyons and the next day after his departure the factory was going in full swing. This Frenchman knew exactly how to take the Japanese and evidently the Germans in the wireless telegraph and telephone system were too trifling, like another nation is at this present juncture.

THE CHINESE CUSTOMS DECREE.

Following was the *Times* correspondent's view of the matter, telegraphed on May 10th. His concluding objection is an ingenious one.

I had started for Manchuria, but hurriedly returned on learning of the issue last night of the Imperial decree appointing Tsih-Liang Administrator-General and Tang-Shao-ji Assistant Administrator of the entire Customs of China, including the Imperial Maritime Customs under Sir Robert Hart, whose entire staff, Chinese and foreign, is placed under their control.

This is no transfer of functions, but a fundamental change in the only honest administration yet created in China, upon which all the foreign loans of China, and in which the British are interested to the extent of 23 millions sterling, not counting the indemnity.

In the interests of bondholders who were induced to invest money on the continuance of the present administration, a change seriously menacing their security must be met with a peremptory intimation that no change will be tolerated until all Chinese foreign indebtedness has been repaid. Unless the scheme is immediately checked serious future trouble is inevitable, especially as Tsih-Liang is director of the army reorganization and his appointment is obviously made with the expectation of diverting Customs revenue to military uses.

NO UNIVERSAL PENNY POST.

Postal reforms generally take a long time to bring about, and it was only to be expected that the proposal for universal penny postage would be rejected at the sitting of the Rome Congress. That it would be a great advantage to the whole world cannot be gainsaid, but in some of the less industrial countries it might involve a considerable loss to the Government. Internal penny postage has only just been introduced in France, and it does not yet exist in Russia, Italy, or Spain. In the latter country

SHIPPING.

ARRIVALS.

ATHENIAN, British str., 3,883, A. D. Cooper, 13th June—Vancouver 14th May, Shanghai 9th June, Flour & General—C. P. R. Co. BOMBAY MARU, Japanese str., 3,398, S. Ishikawa, 13th June—Singapore 7th June, General—Nippon Yusen Kaisha. DELTA, British str., 4,743, C. L. Daniel, 13th June—Bombay 30th May, Singapore 9th June, Mails & General, P. & O. S. N. Co. GALLWAN, British str., 4,224, Jackson, 12th June—Koh 8th June, General—Sander, Wieler & Co. HOLSTEIN, German str., 1,985, A. Niejahr, 13th June—Haiphong 9th June, Hainan 12th June—General—Johann & Co. JOHNS MARU, Japanese str., 1,244, K. Okura 12th June—Nagasaki 6th June, General—Osaka Shosen Kaisha. LOOSOK, German str., 1,020, G. Schultzen, 13th June—Bangkok 3rd June, Rice, Butterfield & Swire. MAIDZURO MARU, Japanese str., 1,038, J. A. McLean, 12th June—Amoy and Swatow 11th June, General—Osaka Shosen Kaisha. MACDUFF, British str., 1,882, J. Blair, 14th June—Liverpool via Singapore 29th April, General—Dowdell & Co. MARSHAL, British str., 3,000, H. C. Morris, 13th June—London and ports 31st May, General—Sander, Wieler & Co. NIKKO MARU, Japanese str., 3,434, E. W. Hsuwei, 13th June—Nagasaki 9th June, General—Nippon Yusen Kaisha. SIKH, British str., 3,216, W. Atkinson, 13th June—Shanghai 9th June, Ten & Curries, Dowlent & Co. SKULD, Norwegian str., 2,47, Alf Odd, 13th June—Hongkong 10th June, Coal—Angarud, Thorson & Co. TALENA, British str., 2,291, Starkey, 13th June—Pulo Rabe and Singapore 7th June, Oil—Arnhold, Karcher & Co. TIPANAS, Dutch str., 2,44, A. Pandor, 13th June—Macassar 5th June, General—Java-China-Japan 1st June.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE June 13th.
Aeon, British str., for Sydney.
Langchow, British str., for Shanghai.
Macduff, British str., for Shanghai.
Macchio, British str., for Bangkok.
Maidzur, British str., for Swatow.

DEPARTURES.

June 12th.
EARL OF GARNETT, British str., for Newcastle.
WOKANG, British str., for Shanghai.
June 13th.
AMIOU, German str., for Haiphong.
KUMANO MARU, Japanese str., for Yokohama.
TAISHAN, British str., for Shanghai.
TAMBO MARU, Japanese str., for London.

SHIPPING REPORTS.

The British str., Macduff, reports fine weather throughout.
The British str., Sibb reports. Anchored on the 9th inst., 7:30 p.m., owing to fog. Cleared next morning. Weather fine but hazy, with fresh S.W. wind.

VESSELS IN DOCK.

June 13th.

ADRIATIC DOCKS—Safing.
KOWLOON DOCKS—Alto, H. M. S. Fame, Orpheus, Greenwich, Triumph, Hecuay.

COSMOPOLITAN DOCK—Pakow.

VESSELS ON THE BERTH.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

NOTICE.

STEAM FOR
COPENHAGEN AND BALTIc PORTS
THE Steamship

"CAMBODIA,"
Ready to load on or about the 13th June.
S.S. "NORDKAH,"
Ready to load on or about Middle of July.

For Freight, apply to

THE EAST ASIATIC CO., LTD.
MELCHERS & CO.,
Agents.
Hongkong, 25th May, 1906. [1141]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"
Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 14th inst., at 1 p.m., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPEAK & CO.,
General Managers.
Hongkong, 12th June, 1906. [1240]

FOR SINGAPORE & CALCUTTA.

THE Steamship

"LOMBARD,"
will be despatched for the above Ports TO-DAY, the 14th inst., at NOON.

For Freight and further particulars apply to
SHEWAN, TOMEs & CO.,
Agents.

Hongkong, 11th June, 1906. [1237]

BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SINGAPORE AND CALCUTTA DIRECT.

THE British Steamship

"GAEKWAR,"
will leave for the above ports TO-DAY the 14th inst., P.M.

For Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 8th June, 1906. [1234]

BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SHANGHAI, KODE AND YOKOHAMA.

THE British Steamship

"MARWARI,"
will leave for the above ports TO-MORROW, 15th inst., P.M.

For Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 8th June, 1906. [1235]

ARRIVALS.

ATHENIAN, British str., 3,883, A. D. Cooper,

13th June—Vancouver 14th May, Shanghai

9th June, Flour & General—C. P. R. Co.

BOMBAY MARU, Japanese str., 3,398, S. Ishikawa, 13th June—Singapore 7th June, General—Nippon Yusen Kaisha.

DELTA, British str., 4,743, C. L. Daniel, 13th June—Bombay 30th May, Singapore 9th June, Mails & General, P. & O. S. N. Co.

GALLWAN, British str., 4,224, Jackson, 12th June—Koh 8th June, General—Sander, Wieler & Co.

HOLSTEIN, German str., 1,985, A. Niejahr, 13th June—Haiphong 9th June, Hainan 12th June—General—Johann & Co.

JOHNS MARU, Japanese str., 1,244, K. Okura 12th June—Nagasaki 6th June, General—Osaka Shosen Kaisha.

LOOSOK, German str., 1,020, G. Schultzen, 13th June—Bangkok 3rd June, Rice, Butterfield & Swire.

MAIDZURO MARU, Japanese str., 1,038, J. A. McLean, 12th June—Amoy and Swatow 11th June, General—Osaka Shosen Kaisha.

MACDUFF, British str., 1,882, J. Blair, 14th June—Liverpool via Singapore 29th April, General—Dowdell & Co.

MARSHAL, British str., 3,000, H. C. Morris, 13th June—London and ports 31st May, General—Sander, Wieler & Co.

NIKKO MARU, Japanese str., 3,434, E. W. Hsuwei, 13th June—Nagasaki 9th June, General—Nippon Yusen Kaisha.

SIKH, British str., 3,216, W. Atkinson, 13th June—Shanghai 9th June, Ten & Curries, Dowlent & Co.

SKULD, Norwegian str., 2,47, Alf Odd, 13th June—Hongkong 10th June, Coal—Angarud, Thorson & Co.

TALENA, British str., 2,291, Starkey, 13th June—Pulo Rabe and Singapore 7th June, Oil—Arnhold, Karcher & Co.

TIPANAS, Dutch str., 2,44, A. Pandor, 13th June—Macassar 5th June, General—Java-China-Japan 1st June.

WEIHWELI, CHI-FOO & TIENTSIN.

SHANGHAI VIA SWATOW, AMOY & FOOCHOW.

SHANGHAI.

SHANGHAI, KOBE & YOKOHAMA.

SHANGHAI.

SHANGHAI VIA SWATOW, AMOY & FOOCHOW.

SHANGHAI.

SHANGHAI, KOBE & YOKOHAMA.

SHANGHAI.

SHANGHAI VIA SWATOW, AMOY & FOOCHOW.

SHANGHAI.

SHANGHAI, KOBE & YOKOHAMA.

SHANGHAI.

SHANGHAI VIA SWATOW, AMOY & FOOCHOW.

SHANGHAI.

SHANGHAI.

SHANGHAI VIA SWATOW, AMOY & FOOCHOW.

SHANGHAI.

POST OFFICE NOTICES.

MAIL WILL CLOSE

FOR	PER
Singapore and Calcutta	Lombard
Col	Stik
Swatow, Amoy and Foochow	Haiching
Haiiphong	Gironde
Macao	Heungshan
Shanghai, Kobe and Yokohama	Marcarron
Singapore and Calcutta	Guekweh
Swatow, Amoy and Shanghai	Kinkiang
Cebu and Manila	Sungkang
Shanghai, Moji and Kobe	Roubay Maru
Hainan and Tschot	Malibas
Aspin	Aspin
Borneo	Borneo
Neuwasan	Neuwasan
Manila	Longgang

PEEL

DATE
Thursday, 14th, 11.00 A.M.
Thursday, 14th, 11.00 A.M.
Thursday, 14th, NOON.
Thursday, 14th, 1.00 P.M.
Thursday, 14th, 1.15 P.M.
Thursday, 14th, 2.00 P.M.
Thursday, 14th, 3.00 P.M.
Thursday, 14th, 3.00 P.M.
Thursday, 14th, 4.00 P.M.
Thursday, 14th, 5.00 P.M.
Friday, 15th, 11.00 A.M.
Friday, 15th, 11.00 A.M.
Friday, 15th, 1.15 P.M.
Friday, 15th, 3.00 P.M.

JOINT STOCK SHARES.

Hongkong, June 13th.

COMPANY.	Paid Up	Quotations.
Alhambra	\$200	\$100.
Bank	\$125	\$815, sales & buy.
Hongkong & Shal.	\$125	London, \$12.
National B. of China	\$2	\$38.
A. Shares	\$2	\$38.
Bell's Asbestos E. A.	12.50	72, buyers
China-Borneo Co.	\$12	\$64, buyers
China Light & P. Co.	\$10	\$104.
China Provident	\$10	\$9.
Cotton Mills		
Evo	Th. 50	Th. 72.
Hongkong	\$10	\$15, sellers
International	Th. 75	Th. 75.
Isou Lung Mow	Th. 100	Th. 74.
Socobey	Th. 500	Th. 325.
Dairy Farm	\$6	\$16.
Docks and Wharves	\$30	\$103, sellers
H. & K. Wharf & G.	\$30	\$100, sellers
H. & W. Dock	\$30	\$108, sellers & sel.
Shanghai Dock and		
Eng. Co., Ltd.	Th. 100	Th. 114.
Sun & H. Wharf	Th. 100	Th. 225.
Fenwick & Co., Geo.	\$25	\$22, sellers
G. Island Cement	\$10	\$281, sellers
Hongkong & C. Gas	\$10	\$175, buyers
H. L. Thunberg	\$100	\$15.
Hongkong Hotel Co.	\$50	\$140, sellers
Hongkong Ho Co.	\$10	\$25, sellers
H. K. S. Waterboat	\$10	\$19.
Insurance		
Canton	\$50	\$360, sellers
China Fire	\$20	\$85.
China Traders	\$25	\$95, buyers
Hongkong Fire	\$50	\$360, buyers
North China	\$25	\$18.5.
Union	\$100	\$805, buyers
Yangtze	\$80	\$175.
Land and Building		
Hongkong Land & H.	\$100	\$18, sellers & sel.
Humphrey's Estate	\$10	\$114, sellers
Kowloon Land & B.	\$30	\$39.
Shanghai Land	Th. 50	Th. 116.
WestPoint Building	\$50	\$58.
Mining		
Charbonnages	Frs. 250	\$45, nominal
Raous	15.00	\$24, buyers
Philippine Co.	10	\$54.
Refineries		
China Sugar	\$100	\$165, sellers
Luzon Sugar	\$100	\$22.
Steamship Companies		
China and Manila	\$25	\$21, buyers
Douglas Steamship	\$15	\$4.
H. Canton & M.	\$15	\$24, buyers
Indo-China S. N. Co.	\$10	\$77.
Star Ferry	\$10	\$80.
Do. Now...	\$5	\$21.
Shanghai & Dyeing	\$50	\$50.
South China M. Posts	\$25	\$20, sellers
Steam Laundry Co.	\$5	\$6.
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$32.
Powell & Co., Wm.	\$10	\$104, sellers & sel.
Watkins	\$5	\$5, sellers
Watson & Co., A. S.	\$10	\$181, sellers
United Asbestos	\$4	\$9.
Do. Founders	\$10	\$160.

CLOSING QUOTATIONS.

June 13th.

ON LONDON—	TELEGRAPHIC TRANSFER	2 1/4
Bank Bills, on demand		2 1/4
Bank Bills, on demand		2 1/4
Bank Bills, at 30 days' sight		2 1/2
Bank Bills, at 4 months' sight		2 1/4
Credits, at 4 months' sight		2 1/4
Documentary Bills, 4 months' sight		2 1/2

ON PARIS—

June 13th.

Bank Bills, on demand	263.
Credits, at 4 months' sight	267.
On GERMANY—	21/4
On demand	21/4
ON NEW YORK—	21/4
Bank Bills, on demand	50.
Credit, 60 days' sight	51/4
ON BOMBAY—	1564.
Telegraphic Transfer	1564.
Bank, on demand	1564.
ON CALIFORNIA—	1564.
Telegraphic Transfer	1564.
Bank, on demand	1564.
ON SHANGHAI—	72.
Bank, at sight	72.
Private, 30 days' sight	72.
ON YOKOHAMA—	1024.
On demand	1024.
ON MANILA—	102.
On demand	102.
ON SINGAPORE—	12 1/2 p.m.
On demand	12 1/2 p.m.
ON BATAVIA—	126.
On demand	126.
ON PHONGB.—	On demand
On demand	21 p.m.
ON SAIGON—	601.
SOVEREIGN, Bank's Buying Rate	9.50
GOD LIAU, 100 fine, per ton	49.90
BAB SHUER, per oz.	29.2

OPIUM.

June 13th.

Quotations are—	Allowance net to 1 catty, per picul.
Malwa New	1830 to — per picul.
Malwa Old	1860 to — "
Malwa Older	1830 to — "
Malwa V. Old	1830 to — "
Perfume fine quality	1830 to — "
Perfume extra fine	1830 to — "
Patna New	1840 to — per cwt.
Patna Old	1840 to — "
Patna New	1840 to — per cwt.
Patna Old	1840 to — "

VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & S. str. *Doric* left Yokohama on the 5th inst., and is due here on the 16th inst.The P. M. str. *Manchuria* left Yokohama on the 12th inst., and is due here on the 23rd inst.

THE GERMAN MAIL.

The I.G.M. str. *Siegfried* left Colombo on Saturday, the 9th inst., p.m., and may be expected here on or about Wednesday, the 20th inst., a.m.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver on Monday, the 11th June, p.m., for Hongkong via the usual ports.The H.A.L. str. *Borneo*, from Hamburg, left Colombo for this port on the 5th inst., and may be expected here on the 15th inst., a.m.The O. & J. str. *Lijh* left Kobe via

Yokohama for this port on the 2nd inst., and may be expected here on or about 16th inst.

The N.Y.K. str. *Shinano Maru* (American Line) left Kobe via Moji and Shanghai on the 7th inst., and is expected here on the 16th inst.The Indo-China str. *Singapore* left Calcutta for this port via the Straits on the 2nd inst., and may be expected here on or about 16th inst.The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Kobe for this port on the 7th inst., and is expected here on the 18th inst.The Boston Tow Boat Co. str. *Iyra*, from Seattle, sailed from Yokohama via the 6th inst.The Mogul Line str. *Glazier*, sailed from Liverpool on the 31st May for China and Japan.The Barber Liner str. *Saint George* sailed from New York on the 3rd June.

HONGKONG STEAMERS.

HONGKONG TIDE TABLE.

From June 14th to 21th, 1906.

To correct Zone Time add 23 min. and 18 sec.

HIGH WATER.	LOW WATER.
Thur. 14th	10.45
Fri. 15th	11.12
Sat. 16th	11.18
Sun. 17th	11.41
Mon. 18th	11.57
Tues. 19th	12.04
Wed. 20th	12.09

Highest open air Temperature on 13th.... 88

Lowest open air Temperature on 13th.... 81

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 13th.

Previous Day On Date On Date

at 4 p.m. at 10 a.m. at 4 p.m.

Barometer.... 29.75 29.85 29.79

Temperature.... 85 86 83

Humidity.... 73 67 79

Wind Direction.... S S S

Force.... 2 3 3

Weather.... Rain Rain Rain